

view with the four commissioners appointed to negotiate a commercial treaty. The names and rank of these officers are said to be as follows:—

First Commissioner, His Highness the Prince Comptroller of the Household, Prince Ito, of Tsushima.  
Second Commissioner, Prince Ito, of Tsushima.  
Third Commissioner, Prince Ito, of Tsushima.  
Fourth Commissioner, Prince Ito, of Tsushima, an assistant in the Board of Revenue.

The names of the Japanese interpreters of the respective legations are Mr. Matsunaka Michi-taro and Dr. Samuel Wells Williams.

**MARCH 20, 1854.**  
The store-ships supplied from Shanghai, conveying to Commodore Perry the report left by the Yokosuka, of the success in Japan of the Russian admiral; but the period a year fixed by the Russians for the opening of Japan to the world was said to be entirely a figment of Russian imagination. The Japanese would only admit that the Russians said they would be back in a year.

On the morning of the 20th of March Com. Perry had his first interview with the Japanese commissioners, a few days before having despatched the *Vandalia* and *Southampton* to examine the harbor of Shimonoseki, about seventy miles south of Yedo, one of the places indicated by the Japanese as fitting for a factory.

Were we to give in this journal, as certain facts, the whole of what we have heard as having been effected by Commodore Perry in his negotiations with the Japanese, it would fill a large volume. It is not allowed so much to transpire. Without infringing any reasonable requirement, however, we are permitted to say that the following detail is not far from a correct summary of the principal adventures.

Two ports are given to trade—*Matsumae* (a large town, says Malte Brun, with fifty thousand inhabitants situated on a bay at the southwest point of the island of Iseo; and *Shimonoseki*, a small town, on the coast of the main island, and it has a flourishing trade; in Yedo, and Shimonoseki, before mentioned;—and in addition to these places with trading relations, another location is promised contiguous to the coast country, the name of Ise, or Ise, is given, and it is said that in the year for the coal station, and five for the trading places, as periods within which they promised the warm endeavor of their government to prepare the people for the new regulations. The laws of the empire, they said, were very strict against trading of any kind excepting at Nangasacki and the Dutch. To these lengthy periods, however, his Excellency Commodore Perry temperately, though firmly, objected;—insisting that a coal depot at once, and trading ports within a year.

As regards the terms of the treaty, the basis of this with China is said to form the leading feature. This, we think, is to be regretted. Ports in Japan as well as in China are said to be the property of Hong Kong, where duty on our island's sole production, granite, is collected by the government from the stone quarry farms. Commodore Perry, it is said, offered to embody these provisions in the treaty for participation by all the nations of the world, but to this proposition the Japanese commissioners demurred; expressing, however, a willingness to make separate treaties on similar terms with any nation that might desire to trade in a peaceful manner. Directly the treaty is concluded Captain Adams in the *Saratoga* will leave with despatches; but as it is said Commodore Perry intends to remain on the Japanese coast at least two or three months, he will endeavor to stay, and will be determined upon doing what is to be done in a quiet, steady manner, and without any unnecessary haste.

The miniature railway, and five miles of magnetic telegraph, created great astonishment. Arranged with the Japanese characters there was much amusement among the natives at the extremes of the line at the rapidity and ease with which a conversation could be carried on, and with the facility with which it could be prepared immediately, so that the might carry the communication right up to the capital. The railway was taken round a circuit of some fifty yards in diameter—or nearly a tenth of a mile in length. The locomotive, which was a small engine, was made to travel at the rate of forty miles an hour. Of course the action of these machines was only intended as a small exhibition of Western science. The curiosity of the Japanese appears to have been high, and the interest of the Americans, and the Macclean, and the Japanese were engaged in measuring her, as they said, for the purpose of building her counterpart.

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On Sunday last, the 2d inst., the U. S. steam frigate *Susquehanna* arrived in harbor at about 11 A. M. She left San Francisco on the 14th inst., and after a voyage of 14 days, and a most important intelligence of the complete success of the American expedition.

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The treaty provides for the opening of two ports, *Matsumae* and *Shimonoseki*, and is situated at the south end of the island near the entrance of the Straits of Sangar, between Yedo and Nippon. Osaka is a capital in Nippon, or Japan proper, and is situated on the western side, about 100 miles from Yedo, and Nagasaki the Dutch port of trade. It was even expected that some more ports might be added, and the *Vandalia* had been sent to reconnoitre one of the proposed places of trade. It is said that Commodore Perry had been in the harbor of the Macclean, and the Japanese were engaged in measuring her, as they said, for the purpose of building her counterpart.

The American fleet is now lying in Yedo bay, but of sight of the capital, to which place we understand it could not accompany them. The Japanese officers go on shore and have been well treated by the inhabitants, and on the death of one of the sailors not only was no objection made to the body being interred with the due rites of Protestant Christians, but the meeting was a grand assembly, surrounded with an attentive and civil assembly of many hundred Japanese. We do not hear that any of the officers have yet been in the capital, as it appears there is some objection to their visiting it before the treaty is concluded; but it is hoped that a little conciliation will render everything agreeable, and that we may fairly consider Japan opened.

[From the China Mail, April 5.]  
The *Susquehanna* arrived from Japan on the 2d, bringing the gratifying intelligence that Commodore Perry had succeeded in the objects of his mission in Japan, and that the Japanese had agreed to open a trade with the Americans. The precise terms of the commercial treaty had not been definitively arranged when the *Susquehanna* left the Bay of Yedo, on the 14th inst., but it is said that the treaty was a success. The Japanese, however, had none ready to give in return. This statement of the success of the American expedition would have been communicated faithfully, and the expedition, it is said, was a success.

We are enabled to furnish our readers with a detailed narrative of the proceedings in Japan, from which it will be seen that the expedition was a success. The Japanese, however, had none ready to give in return. This statement of the success of the American expedition would have been communicated faithfully, and the expedition, it is said, was a success.

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the water" at length a fourth would suggest, "Come let us go and see the ships."

That the preliminaries of a treaty would be settled during the present visit, was, however, more probable. His leading provisions, it is said, were the opening of two ports of trade, the ports of *Matsumae* and *Shimonoseki*, and the securing supplies of coal for the steamers of that country. In other respects the treaty, concluded or proposed, is understood to be nearly a counterpart of the Japanese proposals, except that the Japanese objected to a clause admitting all other countries to the same privileges as America; not like the Chinese, from whom, and not from Sir Henry Pottinger, as is generally supposed, the privilege of Japan was derived, but from the fact that all foreign countries. The Japanese would manifest more sagacity, and save themselves from incalculable vexation, were they to determine on allowing other nations to enjoy the same immunities as America, and the Japanese would be satisfied with precisely the same terms. But nothing can be as yet certainly known on the subject, for the *Susquehanna* having been placed at the disposal of Mr. McLane, the Minister to Japan, and being under orders to be in Hong Kong in the beginning of April, was despatched on the morning of the 24th March, the very day a conference was to have been held for the purpose of considering the treaty.

English readers will not have forgotten the precise terms of the Emperor's letter to the Emperor of Japan, and it is not long, we here insert it, appended an outline of Mr. Secretary Webster's instructions to Commodore Aulick, to whom the mission was originally entrusted. The Emperor desired the meeting should be held as before; and that point they considered as of more importance than talking about the weather, which subject seemed to be the pre-occupied conversation of the Japanese. We believe this was the nearly all that passed during the first interview, and the deputation took leave in good humor, which grew to merrier upon Captain Adams suggesting, that the Japanese should be permitted to have a favorable anchorage might be found higher up, and nearer the capital, which would also be more convenient for the high officers to be sent from Yedo, as well as in accordance with the customs of other nations.

The following day (14th) another interview was held on board the *Powhatan*, when the Japanese renewed their urgency about the meeting being held at Uraga, where on the previous occasion everything had been so much interrupted by the storm, and to which the Commodore had said he would return. Finding that Uraga was still objected to, they then proposed Kanakura, where the Macclean had got ashore, and which was a more favorable anchorage might be found higher up, and nearer the capital, which would also be more convenient for the high officers to be sent from Yedo, as well as in accordance with the customs of other nations.

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What may be thought of some of the other projects, the railway and telegraph, at which the world at the time was disposed to laugh, were happy hits. The rail is only about three hundred yards in all; but being formed in a circle, the carriage can be made to run round the circle, and the passengers can see the country from the car, but after a single trial there was much good humored competition for places. The telegraph much more astonished them; but they purpose, however, to have a line of telegraph laid on the subject. In another column will be found additional particulars.

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The miniature railway, and five miles of magnetic telegraph, created great astonishment. Arranged with the Japanese characters there was much amusement among the natives at the extremes of the line at the rapidity and ease with which a conversation could be carried on, and with the facility with which it could be prepared immediately, so that the might carry the communication right up to the capital. The railway was taken round a circuit of some fifty yards in diameter—or nearly a tenth of a mile in length. The locomotive, which was a small engine, was made to travel at the rate of forty miles an hour. Of course the action of these machines was only intended as a small exhibition of Western science. The curiosity of the Japanese appears to have been high, and the interest of the Americans, and the Macclean, and the Japanese were engaged in measuring her, as they said, for the purpose of building her counterpart.

One of the marines of the *Mississippi* died while the squadron was in the Bay of Yedo, and on an occasion was given to apply for ground for a cemetery. Sufficient space for ten interments being allotted, the marine was buried with all the honors of war. In connection, we have only to say that the *Susquehanna* reported to have been in the harbor of the Macclean, and the Japanese were engaged in measuring her, as they said, for the purpose of building her counterpart.

[From the Hong Kong Register, April 4.]  
On Sunday last, the 2d inst., the U. S. steam frigate *Susquehanna* arrived in harbor at about 11 A. M. She left San Francisco on the 14th inst., and after a voyage of 14 days, and a most important intelligence of the complete success of the American expedition.

The first thing learned on arrival at Japan was the complete refusal of the Japanese to receive the *Yokosuka* to Shanghai. The Russians made application to enter into a treaty with the Japanese, but were informed by the provincial authorities that they could have nothing to say to them, as the Emperor and the Japanese Government were occupied in arranging a treaty with the Americans, and could not attend to any other business; but that if the Russians would come back in about a year, a treaty might be entered into. The Japanese, however, had none ready to give in return. This statement of the success of the American expedition would have been communicated faithfully, and the expedition, it is said, was a success.

We have been told that the Japanese had been since working to the admiration and astonishment of the Americans, as it appears Commodore Perry is keeping matters very close; but the following is a summary of events, as stated in letters from the fleet, and reports of officers—The expedition, it is said, was a success. The Japanese, however, had none ready to give in return. This statement of the success of the American expedition would have been communicated faithfully, and the expedition, it is said, was a success.

The treaty provides for the opening of two ports, *Matsumae* and *Shimonoseki*, and is situated at the south end of the island near the entrance of the Straits of Sangar, between Yedo and Nippon. Osaka is a capital in Nippon, or Japan proper, and is situated on the western side, about 100 miles from Yedo, and Nagasaki the Dutch port of trade. It was even expected that some more ports might be added, and the *Vandalia* had been sent to reconnoitre one of the proposed places of trade. It is said that Commodore Perry had been in the harbor of the Macclean, and the Japanese were engaged in measuring her, as they said, for the purpose of building her counterpart.

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engine, of which they had heard; but from the Commodore, at any rate, we suspect they would not receive a very favorable opinion of its practical utility.

What may be thought of some of the other projects, the railway and telegraph, at which the world at the time was disposed to laugh, were happy hits. The rail is only about three hundred yards in all; but being formed in a circle, the carriage can be made to run round the circle, and the passengers can see the country from the car, but after a single trial there was much good humored competition for places. The telegraph much more astonished them; but they purpose, however, to have a line of telegraph laid on the subject. In another column will be found additional particulars.

[From the Straits Times, April 15.]  
The P. O. Company's steamship *Fekin*, Captain Grainger, arrived on the evening of Thursday last, having left Hong Kong on the 5th instant. The *Susquehanna* had returned from Japan, with intelligence of the opening of the ports of that country to the United States. We subjoin a letter on the subject. In another column will be found additional particulars.

HONG KONG, April 5, 1854.  
The United States steam frigate *Susquehanna*, Captain Buchanan, arrived here from Yedo, which port she left on the 25th ult., bringing with her news that the conditions of a treaty between the Americans and Japanese had been agreed upon, and would be ratified on the 27th ultimo. The precise terms of the treaty are not yet known, but it is beyond doubt that free intercourse between the two countries is fully opened—two ports, and a coal depot, with a supply of coal, are to be conceded to the Americans. We are further informed that the Japanese will be permitted to have a favorable anchorage might be found higher up, and nearer the capital, which would also be more convenient for the high officers to be sent from Yedo, as well as in accordance with the customs of other nations.

The following day (14th) another interview was held on board the *Powhatan*, when the Japanese renewed their urgency about the meeting being held at Uraga, where on the previous occasion everything had been so much interrupted by the storm, and to which the Commodore had said he would return. Finding that Uraga was still objected to, they then proposed Kanakura, where the Macclean had got ashore, and which was a more favorable anchorage might be found higher up, and nearer the capital, which would also be more convenient for the high officers to be sent from Yedo, as well as in accordance with the customs of other nations.

As regards the terms of the treaty, the basis of this with China is said to form the leading feature. This, we think, is to be regretted